

The Hongkong Telegraph

(ESTABLISHED 1851)

NEW SERIES No. 5584

號二初月九年三十三緒光

TUESDAY, OCTOBER 8, 1907.

二拜禮

號八月十英港香

\$50 PER ANNUM.
SINGAPORE, 60/10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,000,000

Branches and Agents.

TOKIO, CHEFOO, TIENTSIN, KOBÉ, PEKIN, OSAKA, NEWCHANG, DALY, NAGASAKI, PORT ARTHUR, LONDON, ANTON, NEW YORK, LIJANG, SAN FRANCISCO, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit—

For 12 months 3% p.a.
" 6 " 2% " "
" 3 " 1% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 26th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$25,000,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$25,000,000
ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
" 6 " 3 " "
" 3 " 2 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (2,375,000,000).

RESERVE FUND FL. 5,000,000 (2,417,000,000).

HEAD OFFICE—AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samangan, Sourabaya, Cheribon, Tegal, Pecalongan, Palembang, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandermeasah.

Correspondents at Macassar, Hongkong, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of Credit on all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits: 12 months 4 per cent. per annum.

" 6 " 3 " "

" 3 " 2 " "

J. BOETTJE,
Manager.

16, Des Voeux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS:—
Sterling £1,000,000 at 2/11= \$10,000,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keiwick, Deputy Chairman.

A. Fuchs, Esq., E. Goetz, Esq., A. Haupp, Esq., C. K. Leemann, Esq., A. J. Raymond, Esq., E. Shellen, Esq., R. Shewan, Esq., H. A. W. Smith, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1907. [21]

Banks.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [27]

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23]

Banks.

NEDERLANDSCH-INDISCHE HANDELS BANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1853.

Authorized Capital FL. 15,000,000 (2,125,000,000).

Subscribed Capital FL. 10,000,000 (Paid-up).

Reserve Fund FL. 3,112,570.36 (2,476,048).

Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:

London: The Williams' Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits: 12 months 4 per cent. per annum.

" 6 " 3 " "

" 3 " 2 " "

J. BOETTJE,
Manager.

16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [207]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP	NAMUR	About 6th Oct.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEI LES	Capt. H. W. Koonick, R.M.R.		
SHANGHAI, MOJI, KOBE & CANTIA	Capt. O. Jones, R.M.R.	About 12th Oct.	Freight only.
YOKOHAMA			
SHANGHAI, MOJI, KOBE & NORE	Capt. G. Phillips	About 10th Oct.	Freight and Passage.
YOKOHAMA			
SHANGHAI	ARCADIA	About 18th Oct.	Freight and Passage.
	Capt. A. L. Vardoli		
LONDON, &c., via usual Ports (OCEANA)	Capt. W. Hayward, R.M.R.	19th Oct. Noon.	See Special of Call.

For Further Particulars, apply to

B. A. HEWETT, Superintendent.

Hongkong, 5th October, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

New Stock of
LINCOLN & BENNETTS'

HARD & SOFT FELT HATS

IN THE LATEST LONDON STYLES



\$5.00 each



\$7.00 each

SCOTT'S TWEED CAPS.

TELEPHONE 37.

LANE, CRAWFORD & CO. [25]

GUINNESS'S EXTRA QUALITY STOUT. "HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.
\$24.00 " " 8 " Pints.
\$27.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

Telephone

No. 75.

CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 13th September, 1907. [138]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 13th October.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare..... \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 7th October, 1907. [129]

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

LANE, CRAWFORD & CO.,
THE MUTUAL STORES,
and all its BRANCHES.

A. S. WATSON & CO., LD.,
and the Agents—

F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [130]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED

AUTUMN COSTUMES

FROM \$28.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:—

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Hotels.

TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [749]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [26]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKIN),

SHAMKIN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO),

MACAO, CHINA,

IN THE CENTRE OF THE PRIMA GRANDE.

Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. E. CLARKE, Proprietor.

HOTEL CRAIGIEBURN,

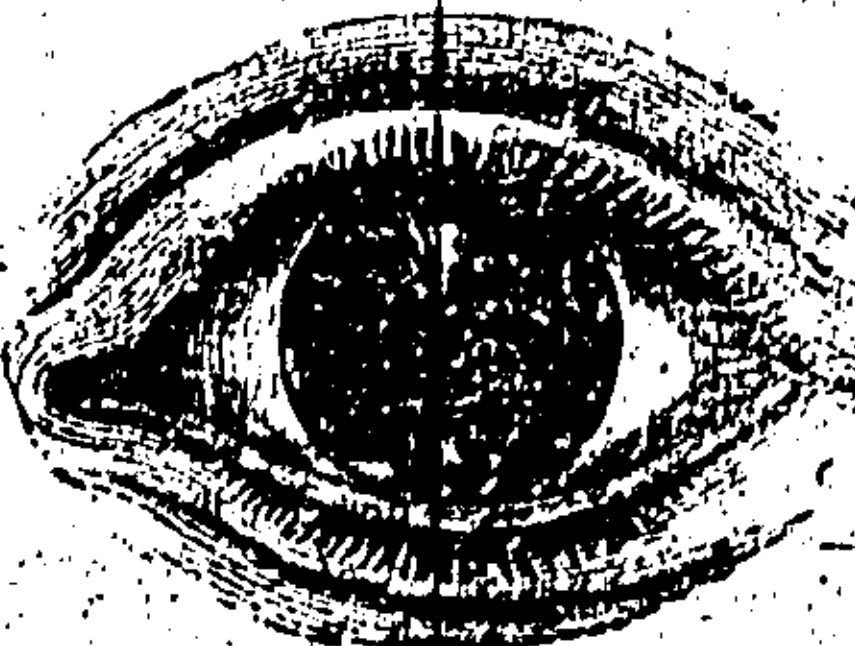
PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 80.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

Intimations.

EYES  **RIGHT!**

**N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.**

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask us write for Illustrated Booklet on "Defective Sight" — free.

LONDON, **CALCUTTA,** **SHANGHAI**
21, John Street, Bedford Row, W.C. 40, Bentinek Street. 505, Nanking Road.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.WATSON'S
HOUSEHOLD
AMMONIA.An Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy.
GIVES INSTANT RELIEF.PURE CARBOLIC
SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.FRAGRANT TOOTH
WASH.Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.A. S. WATSON & CO.,
LIMITED.CHEMISTS, DRUGGISTS AND
PERFUMERS.THE HONGKONG DISPENSARY.
Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 8, 1907.

A HAPPY MISFORTUNE.

Now that all the arguments for and against the proposed acquisition by the Government of an additional fire-float to protect the shipping in the harbour of Hongkong have been submitted, and those who offered the strongest opposition to the proposal have become reconciled in a measure to the passing of the vote of \$50,000 set apart for the purchase of the floating engine, Providence seems to have decided to interfere in the matter and prove beyond the shadow of a doubt that an extra fire-float is not merely an essential, if the Colony's marine interests are to be adequately safeguarded, but an urgent and crying necessity which can no longer be deferred. It was suggested, or at least it was hinted, in the course of the debate at the Legislative Council on this particular item in the Estimates, that harbour fires were of comparatively rare occurrence in Hongkong, and that, therefore, a single fire-float was ample protection for the mercantile marine service. It only required the Colonial Secretary's statement that, while that discussion was in progress, the solitary fire-float in the Colony was laid up undergoing repairs to prove the absurdity of the suggestion. But even then it was evident that the opponents of the Government's view were in the position of those who have been convinced against their will. In these circumstances, the conflagration which occurred in the harbour yesterday afternoon, as the result of which a Chinese junk, heavily laden with cases of petroleum, was entirely consumed by fire, which blazed for the space of nearly eight hours—came as a providential and emphatic warning to those who would seek to restrict the capacity of the harbour authorities to deal with an ever-present danger. It has to be remembered that in Hongkong a vast proportion of the traffic has necessarily to be entrusted to native boatmen, in whom not the slightest reliance can be placed should any untoward contingency arise. Their habit of playing with fire and neglecting the simplest precautions to prevent an outbreak on board their own vessels, which they have purchased with the sweat of their brows, is common knowledge; while their utter incompetence to meet an emergency has frequently led to the direst results. Take yesterday's case, for example, and the same thing may occur again and will, in all probability, if similar conditions arise. Once it was realised that the petroleum was on fire, the distraught boatmen in their terror and

dismay began to jettison their cargo of blazing oil into the harbour, heedless whether the flaming fires were swept, careless of the consequences, and absolutely indifferent to the jeopardous position in which other vessels might be placed. As our representative vividly described the scene: "a trail of living fire" lay on the surface of the water. As it happened the outbreak began while the junk was within the area reserved for vessels carrying cargoes which come under the terms of the Dangerous Goods Ordinance, and there were few steamers at the anchorage and fewer native craft in the vicinity when the alarm was raised. But that was one of those fortunate things that cannot be reckoned upon, just as the state of the weather and the course of the current were against the spreading of the disaster which had overtaken the cargo-boat. Hongkong is a great and growing depot for the storing of petroleum both in bulk and in cases; the two leading oil syndicates in the world, the Standard Oil Company, of America, and the amalgamated "Shell" Line and Dutch Petroleum Company have immense storage tanks and godowns at each end of the harbour and although every known precaution may be adopted against fire an accident which may have deplorable results is not inconceivable. And should that misfortune happily be averted, there are the junks and lighters laden with oil careering round the harbour in charge of crews whose sense of responsibility has never developed beyond the state of their own appetite. It is not our purpose or inclination to suggest horrors for the mere satisfaction of making the nervous start, but if these things are possible, and none will deny that they are, it is obviously the bounden duty of the Government to make provision against such calamitous events, in order that the range of havoc and destruction may be narrowed to the smallest circle. It has been said that an additional fire-float is unnecessary because there are half-a-dozen waterboats, belonging to a private company in the Colony, which are always at the service of the authorities in the event of fires. Much good they would have done yesterday had the harbour officials been compelled to rely on the waterboats. According to our representative's account, two launches from the Harbour Department were the first to arrive on the scene; then came two police pinnaces; the police launch followed, and shortly afterwards the fire-float steamed alongside the burning junk and poured tons of water into the blazing hold. When all danger to the shipping at West Point had been removed, when the harbour and police launches had cleared the fairway of the flaming tins of oil which had been thrown overboard, and when the junk had been towed clear of the general traffic of the harbour, a waterboat leisurely appeared to render assistance if it were required, but the danger was past and the services of the waterboat were not necessary. That is not to say that the fleet of waterboats is to be despised as an auxiliary to the fire brigade, but it cannot be maintained that it is capable of doing the work of a couple of fire-floats. The waterboats are not built for the purpose of fire-fighting; they were never intended to cope with such an outbreak as that which occurred yesterday; but they might be useful in protecting threatened vessels from the holocaust while the fire-floats were engaged at the centre of the trouble. How the opposition to the purchase of an additional fire-float could be sustained in face of what was witnessed in the harbour yesterday we cannot attempt to imagine. We may, as His Excellency the Governor has suggested, look to our industrial enterprises for our future prosperity, but we cannot on any account neglect or starve our shipping interests, which have been the means, practically the sole means, of advancing the port of Hongkong to the position it holds to-day. If the protective appliances at the command of the harbour authorities are inefficient or inadequate one definite result may be expected in the enhanced premia demanded by the marine fire insurance companies. For their own sake, and knowing the exact state of affairs, the shipping companies will deem it the soundest policy in the long run to submit to the increased rates charged by the insurance companies as the natural result of the increased risks which have to be underwritten. Then who will ultimately pay that enhanced insurance premia? Not the shipowners, not the merchants who will be mulcted in higher cargo rates, not the middlemen who invariably keep a sharp look-out for No. 1, but the consumers, the individual who is probably least able to carry the added burden which has been placed on his shoulders. The cost of a new fire-float is placed at \$50,000; has any reader, who is gifted with the mathematical bent, any idea what an advance of one-eighth or a quarter per cent. in the fire insurance premia would mean to the people of Hongkong, the port which as some are never tired of declaring is the premier tonnage port in the world? Fortunately, the working out of that problem would be a waste of time, for the acquisition of an additional fire-float is assured, and the event of yesterday has proved the wisdom of the Government's proposal.

CANTON-HONGKONG RAILWAY.

APPEAL TO SIR CHENMOTUNG LIANG CHENG.

(From a Correspondent.)

Canton, 7th October.
Lau Shiu Cheuk and others of the Shareholders' Association, and Kwong Kam Chuen, one of the directors of the company, have again wired to Sir Liang, ex-minister to America, in the following effect:—"To Mr. Chau, the president of the Shanghai Telegraph Office.
"Please inform Sir Liang Chia Tung that the chaotic affairs of the company cannot be regulated without him. The affairs of this railway are identical with the affairs of the State. Therefore, both the officials and the people are earnestly expecting him. When we read the telegram that he was coming, we were very glad. Soon after this, we received the intelligence that he had to proceed to the capital; we were quite disappointed. The directors and shareholders had, on the 3rd inst., telegraphed to the Minister of the Board of Posts and Communications begging him to request the Minister of the Board of Foreign Affairs to postpone his (Sir Liang's) calling at the capital. Kindly ask him to come at once. All his instructions will be perfectly obeyed. We are all imploring and awaiting him."

AN ILLEGAL POSTMAN.

INFRINGING THE RIGHTS OF THE POSTMASTER.

A travelling trader, by name Wong Wing, was arraigned before Mr. C. A. D. Melbourne, in the Police Court, to-day, on a charge of infringing the exclusive rights of the Postmaster-General. He admitted the accusation.
At about four o'clock this morning, Police Sergeant Wilson, who was deputed to watch the arrival of the Canton boats, saw, accused leaving the steamer *Shan Lo*, which had just arrived from Hongkong. He stopped the man and searched him for opium. The search resulted in the discovery of twenty-two unstamped letters which, in the ordinary course, should have passed through the Post Office. Sixteen of the letters were addressed to different firms in the Colony; two to merchants in Singapore; three to the United States, and one to Siam.

His Worship—Is this your first visit to Hongkong?
Accused—Yes.
His Worship—Now, how many times have you come to Hongkong?—A few times.
Mr. Savage, who represented the Postmaster-General, said that he was instructed to ask for the usual penalty of \$100. The maximum penalty, he said, was \$50.
His Worship said that accused appeared to have been travelling to and from Hongkong since April last year, and there was no doubt that he brought letters into the Colony each visit. He would pay a fine of \$100, or go to gaol for three months.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 5th to 7th October, 1907. The following cards were handed in:—

CAPTAIN'S CUP.	
Mr. H. W. Slade	85-12-73
Mr. E. V. D. Parr	85-8-77
Mr. J. Clark	79-1-78
Mr. P. Tester	98-18-80
Mr. Col. H. N. Dumbleton, R.E.	81 sec.-81
Mr. D. B. Murray	94-12-82
Mr. A. Morley	98-16-82
Mr. E. F. Mackay	92-5-85
Mr. H. Pinckney	95-10-85
(9 entries).	
MAY CUP.	
Mr. D. E. Clark	90-17-73
Mr. P. K. Koyvelt	114-27-87
Mr. H. G. Moore, R.G.A.	116-20-96
(4 entries).	
POOL.	
Mr. H. W. Slade	85-12-73
Mr. T. S. Forrest	74-1-76
Mr. E. V. D. Parr	85-8-77
Cap. E. Beetham	98-18-80
Mr. D. B. Murray	94-12-82
Mr. H. Pinckney	95-10-85
(12 entries).	

† Winner of Monthly Medal.
§ Winner of Captain's Cup.
§ Winner of May Cup.
* Winner of Pool.

LOCAL AND GENERAL.

THE following cablegram was received to-day by the Colonial Secretary from the British Consul-General at Newchwang:—"Free traffic granted to arrivals."

THOUGH rice cargo is slack at present still it is stated that there is much paddy stored up in various districts of the interior, the planters being holding out for higher prices.—*Siam Times Press.*

A CAYTE dispatch of 1st inst. says:—"It is probable that the gunboats *Leyla* and *Colanians* will, in the near future, cease to be the property of the Navy. The Secretary of the Navy has recommended the sale of these boats to the highest bidder, and advertisement for bids will be out in due course. The *Leyla* was captured by the American naval force during the Spanish-American War, while the *Colanians* was purchased from the Spanish Government by the War Department for use in these islands some time after the occupation of Manila by the American forces. The *Leyla* was completed in 1895 by the Whampoa Dock Co. of Hongkong, and displaces 151 tons. She has twin screws and a draft of about 7 ft. The hull is constructed of iron. The *Colanians* is of similar type and, like the *Leyla*, has done a great deal of cruising about these islands, assisting in the patrol duty which was formerly maintained by the Navy among the Southern Islands. About two years ago a sale was made of several gunboats which had outlived their usefulness for naval purposes."

THE ADSETTS TRIAL.

DR. MACFARLANE DESCRIBES THE FINDING OF THE CORPSE.

This afternoon, at the Magistracy, Mr. C. A. D. Melbourne, presiding, further evidence was adduced in the trial of William Hall Adsetts for the murder of Gertrude Dayton, on 4th August last.

Mr. G. E. Morrell, of Messrs. Denys and Bowley's office, appeared for the Crown, while Mr. Reginald Harding was for the defence.

The space at the back of the court-room was comfortably filled when the trial was resumed, the majority of spectators on this occasion being soldiers and sailors.

THE DOCTOR'S STORY.

Dr. H. Macfarlane, medical officer in charge of the public mortuary at Kowloon, took the stand. On the evening of the 7th August last, he stated, a trunk was brought to the mortuary and opened in his presence. Others present who saw the opening of the trunk were Chief Detective Inspector Hanson, Inspector McHardy, Sergeant Watt and a few other police officers. The trunk contained the dead body of an adult female. The body, he explained, was lying on its side with its back to the front of the trunk. The thighs were bent on the abdomen. The head was more or less concealed by the arms. The body was very much decomposed. Witness had the body removed from the trunk and placed on a mortuary table. The body was dressed in a chemise. Two towels, marked "Hongkong Hotel" were found in the trunk. An examination of the body was then held. A lady's belt was found knotted around the woman's neck to the left of middle line. The handle of a hair brush had been thrust through between the skin and the belt and had one complete turn of the belt round the handle. The belt was tight round the neck. On untying the knot a mark of circular depression was found running round the neck, in a horizontal manner. The mark was about an inch wide, in front and narrowed down to a quarter of an inch behind, the belt corresponding to the mark.

Mr. Morrell—Were there any bruises on the body?

Witness—Decomposition would have hidden them if there were any.

Except for the mark on the neck were there any other external marks on the body?—No.

Witness, continuing, said that on examination of the body he found the stomach and lungs decomposed; the brain was green, and the heart muscles soft, while the valves of the heart, as far as he could see, were normal.

From his examination witness could not state what was the cause of death. He thought the band round the neck could have caused death, but he could not state for certain as the body was too much decomposed.

Mr. Morrell—Did you see the body again?

Witness—Yes, at 5.10 p.m., on the 15th, at the mortuary of the Colonial cemetery. The body was in a coffin and I identified the body by its general appearance.

Was the body in a better condition?—Yes, the swelling had gone down.

And the features?—More recognisable.

Did anybody identify the body?—Yes. A woman named Josie Marshall identified it as that of Gertrude Dayton.

After the body was identified did you take any other steps?—Yes. I took out the liver, the kidneys and part of the intestines and sent them to the Government analysis to find out if there was any poison in them.

By Mr. Harding—Witness was a licentiate of the Royal College of Physicians and of the Royal College of Surgeons, Edinburgh. He measured the body and found it to be 5 ft. 8 in. Judging from the fact that the body of the deceased was found with a belt round her neck, twisted by the end of a brush, it was extremely unlikely that deceased strangled herself. Witness only knew of two cases of self strangulation within the last fifty years. It took Josie Marshall about a minute to identify the body at the cemetery, she being very much alarmed at the smell of the body.

THE FINDING OF THE TRUNK.

Sergeant George Watt, of Hunghom Police Station, called and examined said that at 3 p.m., on 4th August last, from information received, he boarded the steamer *Montreuil*, which was lying in No. 1 dock at Kowloon. On arriving on board witness went into the baggage room and he was shown a trunk. Witness opened the trunk and found the body of a white woman. Witness had the trunk sent to the mortuary. Looking into the trunk, witness said, the woman's head could not be seen as the head was lying under the shoulder. Resting on top of the body was a man's night shirt. Witness was handed a blue lady's waist band, and he recognised it as the one found tied round the woman's neck. The night shirt—a much soiled one—was here produced. Witness said he had already examined it and found a letter—either "I" or "T"—sewn in the inside of the collar. A glove and the woman's chemise—which was much worn—the witness concluded, were also found in the trunk.

During the hearing of the evidence, Adsetts, who looked depressed, but was ever ready with a smile for anyone who looked in his direction, sat in his chair and listened very carefully, looking very frequently out of the door.

JOSIE MARSHALL ON THE STAND.

Josie Marshall, a short, stout, fair looking woman, who was dressed in white, with a blue upper blouse, trimmed with white lace, and hat to match, was called to the box. She said she resided at 18, Hollywood Road. Witness knew Gertrude Dayton for four years. She also knew the accused as Walter Adsetts. She first met him in July in Manila. Witness knew that accused and the Dayton woman were acquainted—she had seen them together in her company. On the 21st July, witness proceeded, Gertrude Dayton and the accused left Manila together for Hongkong. Witness never saw Gertrude Dayton alive after that. She saw and identified the dead body later.

Mr. Morrell—How did you know it was the body of Gertrude Dayton?

Witness—From her teeth (the gold filling), her arms (witness had seen them so often) and her fingers (long, with white nails).

When you say you had seen her arms so often were they beautiful arms?—No. They were square.

How long have you lived with her?—Witness, sighing loudly, said two years and three months.

Is there any doubt in your mind that the body was not that of Gertrude Dayton?—It was.

Had she much jewellery?—Quite a lot.

Can you identify that jewellery if you saw it again?—I can.

Here the witness was handed a cigar box and other packages containing the jewellery, etc., which she immediately recognised as the property of Gertrude Dayton.

During the identification of the deceased's woman's property—a most trying task—he witness was very much touched. Tears glistened in her eyes, and she spoke in a subdued tone, scarcely audible five feet away. In about ten seconds she recovered herself and proceeded, saying "Yes" or "No" to different property shown her.

Mr. Harding then cross-examined the witness on the matter of Gertrude Dayton's gold filled teeth. "Then he asked: Can you say if it was at the request of Gertrude Dayton that Walter Adsetts came with her to Hongkong as her husband?"

Mr. Morrell—I object to my friend putting the answer to his question in the witness's mouth.

Mr. Harding—I am not putting the answer in her mouth. She can either answer "Yes" or "No."

His Worship allowed the question to be put. Witness—I can't say if it was at her request. I know they both came to Hongkong together.

NEW NOVELS.

AN OUT-AND-OUT ADVENTURER.

For unmitigated mystery, unscrupulousness, and an utter disregard of any and all the conventions, there are few novels we have come across to equal "The Adventures of John Johns." Little wonder that the author, Mr. Frederic Carrel, pleads that "none of the characters here described are offered for imitation." Of course, we are perfectly well aware that there are men who rise in the world by tramping on the virtue of others, and women who encourage the advances of libertines, but Johns will take a deal of beating. He arrives in London from Australia, where he has failed at everything he has been engaged at, and promptly decides that his tongue, his impudence and his wonderful power of fascinating women shall elevate him to a foremost position. He becomes a journalist, and if he were typical of those who labour to instruct and interest the world then the race of journalists might well be swept into the nether regions. He is corruption personified, and although he has his anxious moments he generally manages to come out of his difficulties scot free. At all events, his advance in the world proceeds unchecked, being achieved wholly by his faculty of taking advantage of the weakness of isolated womankind. He is never without at least one woman, and some times half a dozen, hanging round his neck and one of his greatest troubles is to keep them all apart. He is eternally making love—he would ogle and pretend to adore a brazen image—and, except when he is asleep, he is uttering ponderous platitudes which are acceptable to a mass of wisdom. Whatever he touches he besmirches, and yet he is successful, marrying in the teeth of opposition a wealthy widow old enough to be his grandmother and making love to a millionaire's daughter who is nursing his wife on her deathbed. There is no more to the book, just as there is no limit to the "hero's" abandonment. "The Adventures of John Johns" is one of those books which are seldom seen in daylight; it never graces the table when the family is around; its Rabelaisian pungency is never hinted at. But it is one of those books that sell. The writing has no claim to distinction, but the story is all that people will buy it for, and unless we are much mistaken, it will "go" like wildfire. The publisher is T. Werner Laurie, London, and the Colonial Edition is on the market.

THE BACKWARD LOVER.

"When we picked up "A Sentimental Season," and glanced at a couple of pages of scraps of criticism on Mr. Thomas Cobb's works, from which we learned that Mr. Cobb is the coming humorist of society, we prepared to enjoy a dainty, delicate wit playing around the fables of the *Don Quixote*. As a matter of fact "A Sentimental Season" is the reverse of humorous, although it is far from dull. Mr. Cobb knows how to write a story of love in a country house, but his "plot" in this instance is somewhat hackneyed. At first there is a suggestion of Sir Richard Calmady about the story; in there is a hint of the Tragic Comedians; and there is to wind up with a general mix-up in which everybody is made happy but the writer—the tale is told in the first person. Kitty is the source of all the troubles, as a good many Kitties have been before her. She is in and out of love half a dozen times; runs away and marries a notorious rascal, repeats at leisure when the balliffs come in, and returns home after the death of her child. The elderly beau conveniently succumbs to *deltium fenum* or something very similar, and Kitty is free and unfettered. It will be guessed that the autobiographer is eating his heart out for love of Kitty, but he has no more; he never bestirs his lovingheart till it is too late, and then he has to appear on the next scene as the benevolent cousin, whose purse is ever at Kitty's disposal. Kitty weeps and laughs at regular intervals but she has a royal time of it on the whole, and when she marries the son of a baronet, a respectable baronet he is noted, and not a blackguard as all baronets are supposed to be, then there is nothing more left for her to do. And later, if hesitating lover who misses all his chances, great is his story, admirably told, and written, with an eye to the fact, it would be a still more delightful story if we were not induced to fancy that in sitting down to "A Sentimental Season" we were to enjoy half an hour with a twentieth century wit. T. Werner Laurie, London, is the publisher.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

TAFT AT SHANGHAI.

ARRIVAL OF THE "MINNESOTA."

MISERABLE WEATHER CONDITIONS.

[From Our Own Correspondent.]

Shanghai, 8th October,

12.25 p.m.

The Great Northern Company's Steamship *Minnesota*, with the United States Secretary of War, Mr. W. H. Taft, and party on board has arrived.

The weather is miserable, heavy rain falling.

MR. TAFT'S RECEPTION.

Y.M.C.A. FUNCTIONS.

ENTERTAINED BY THE CHINESE COMMUNITY.

[From Our Own Correspondent.]

Shanghai, 8th October,

4 p.m.

Mr. Secretary Taft, on landing at Shanghai, was received by a guard of honour composed of American Volunteers attached to Shanghai Volunteer Corps.

The distinguished visitor and party proceeded to the Y.M.C.A., where the trust deeds of the new building which has been erected for the members of the Chinese branch of the Association were handed over to his custody.

Mr. Taft thereupon attended a reception which had been arranged by leading representatives of the Chinese community.

NATIVE AFFAIRS.

IMPEACHMENT OF THE KWANGSI GOVERNOR.

[Translated for the "Hongkong Telegraph."]

Canton, 7th October.

Mr. Woo, the Financial Director, late acting Viceroy, sent a secret telegram to the Grand Council impeaching Governor Cheung Ming-ki of Kwangsi province stating that Cheung is deceitful and muddling in directing his affairs and very limited in ability. Having withdrawn the prohibition on the export of rice, he purposely levied an extraordinary tax on it. On two occasions, he allowed his soldiers to arrest people out of his jurisdiction by crossing to the South-Western part of Sai Ling district (in Lo Ting Prefecture, Kwangtung) and several innocent persons were shot to death by his soldiers who took the opportunity of committing robbery. In the case of the wharves, he dared not protest being afraid of foreign influence. And he several times ignored the request to seize the rebels who came across to Kwangtung and gave trouble. Such conduct is vain and *laissez-faire*, setting a bad example to his subordinates.

STEAMSHIP SERVICE.

The Board of Agriculture, Labour and Commerce has fixed the date of the 8th instant to hold a meeting in order to discuss the question of promoting steamship services to America, Australia and the Southern Archipelago.

BANNERMEN ALLOWANCE.

No sooner was the decree for cancelling the allowance given to the Bannermen issued than those in the capital got into a panic. The Government, fearing that this would cause a rebellion, has issued an order to the effect that all the Banner troops of the various provinces must be given land before the allowance could be discontinued.

A KIDNAPPED GIRL.

A native girl, of about 7 or 8 years of age, was found on board the French boat *Paul Beau* on her way to Canton last Friday night. Being questioned by the comrade crew, she did not seem to remember anything concerning her parents and did not know her place of abode. The only reply she gave was that she wanted to go back to her country. Probably the comrade crew will take her back to Hongkong and hand her over to the Police.

An unemployed Indian, who, it was alleged, had applied for a job in the police force yesterday, this morning made his appearance before Mr. C. A. D. Melbourne—not to be sworn in as a policeman, but to answer a charge of being drunk and incapable in Queen's Road last evening. He was fined \$2.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Footscray*) 11th inst.
Indian (*Kunming*) 16th inst.
The Boston S. S. Co.'s *Amuric* sailed from Shanghai to-day, and calls next at Manila. The Imperial German Mail *Goeben* left Foochow to-day at 10 a.m., and may be expected here on 9th inst.
The C. P. R. Co.'s *Amuric* arrived at Yokohama at 8 a.m.; on 8th inst. and left again at 6 a.m. We apprehend that *Goeben* will be due to arrive at noon on 10th inst.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

MONGOLIA.

TO BE DIVIDED INTO PROVINCES.

PRINCE SU APPOINTED SPECIAL COMMISSIONER.

[From Our Own Correspondent.]

Peking (via Canton), 8th October.

An Imperial decree has been issued directing that Mongolia be divided into provinces.

Prince Su, the Present Minister of the Board of Civil Affairs, is to be despatched to Mongolia as a Special Commissioner.

[Reuter's.]

The American Out on Trade.

London, 6th October.

Secretary Straus, addressing the Cotton Manufacturers' Convention, referred to the growing importance of American trade with the so-called Yellow Races, and warned the country not to build up the tariff walls too high.

Mr. North, the Director of the Census Bureau, forecasts the general introduction of gin presses.

British Columbia.

At a mass meeting in Victoria, British Columbia, it was decided to form a branch of the Oriental Exclusion League.

Morocco.

Reuter's correspondent at Mazagan wires that 250 fresh volunteer horsemen have joined Mulai Hafid.

At Marakesh, Mulai Hafid's followers are so numerous that they cannot all be armed.

Obituary.

7th October.

The death of Lord Brampton is announced.

Billiards.

Weiss defeated Roberts on the new Arcoval billiard table, by 14,000 to 12,534.

The Moroccan Trouble.

The Socialists of Paris at a meeting protested most strongly against the Moroccan expedition, which they declared was tempting Germany to provoke a European war.

KINDNESS REPAID.

HOW A SHOPKEEPER WAS SEAVED BY HIS FRIEND.

At the instance of Detective Sergeant Muri-son, a respectable-looking individual giving the name of Pong Tai, was placed before Mr. C. A. D. Melbourne, this morning, on a charge of stealing forty-two silk handkerchiefs and a silk singlet, valued at \$50, on divers dates, from a friend—a shopkeeper named Lo Tak Sam, of 250, Connaught Road Central.

Accused pleaded guilty.

From information lodged at the Central Police Station by the complainant it would appear that on the 17th ult. accused called at his shop, and being a friend of the complainant, he was asked to stay during his visit here. On the following day complainant left for the interior. He returned last Sunday, expecting to find that the accused had left his shop during his absence as he was only expected to remain in the Colony for a couple of days. But this was not so. Accused was still his guest. Soon after his arrival complainant went to his room to get a change of clothing. Then it was found that one of his boxes had been forced open and the property mentioned above stolen. Suspicion fell on the accused, who was promptly handed over to the police. A search under accused's bed resulted in the recovery of some of the stolen goods. Twelve more handkerchiefs were traced to the Pong Fong pawnshop, in Cochrane Street, and a few more were found in the possession of a lady at 248, Queen's Road West.

The police applied for a remand, which was allowed, to recover the balance of the property. The case had not been set aside when Mr. E. J. Crist, of Messrs. Wilkinson and Crist, appeared in Court and said he had been instructed to defend the accused.

His Worship—But he has already pleaded guilty?

Mr. Crist—If that is so, your Worship, I can do very little for him, except asking for a light sentence.

It was ultimately decided that Mr. Crist should attend the plea at the next hearing of the case.

When Fu Tai, an accountant, residing at 37, Croft Street, was returning home for dinner yesterday he met a coolie leaving the building, carrying a bundle under his arm. Something struck the accountant that all was not right and he seized the coolie, taking him upstairs to inspect his premises. Arriving on the landing it was seen that the flat had been entered, and a closer investigation showed that clothing and money to the value of \$14.70 were missing. The coolie admitted entering the house and handed the accountant the bundle he carried, which contained the property. This morning, Mr. Melbourne sentenced the house-breaker, Wong Koi, to three weeks' gaol. Inspector Gortley did not think it was advisable to exhibit the man in stocks owing to his delicate state of health.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE HONGKONG TECHNICAL COLLEGE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—No Colony can be said to be really contented unless it possesses facilities for primary, secondary, and continuation or advanced education. That place is certainly a poor one to live in where there are no classes for youths to continue their studies, or to fit them for their various occupations. It is impossible rightly to appraise the value of an education prolonged from 16 to 20 or later. During this period character is mainly formed, together with habits of industry, and love of books and reading, and of what importance it is that at this critical time good instruction to further these ends, should be available. Therefore, I welcome right heartily the Hongkong Technical College, the successor of the Government Evening Continuation Classes.

Under the auspices of this Government institution, evening instruction under experienced teachers will be given in commercial, engineering, and science subjects. I do not doubt that the Chinese will readily avail themselves of these classes, but in the interests of the whole community, I ask "what is going to be the attitude of European boys towards this evening education?" It is beyond doubt that there are growing up in this Colony a number of "whites" who although given employment, some in offices, others in engineering works, architect's offices, and the like, frequently come in no good, and are easily replaced by Chinese. Are these boys going to remain in most cases as mere drudges in their respective vocations, or do they wish to rise to the position of someone better educated than themselves? It is my firm belief that the youth of this Colony spend far too much of their spare time in loafing, about cricket, football, and recreation clubs, wasting time which in reality they can ill afford to spare. Has the engineering apprentice no more mathematics or machine drawing to learn? How about the boy in the architect's office? Is no course of building construction useful to him? Probably also young men recently out from home would be all the better were they to select some technical subject likely to be of use to them and thus improve themselves in the technique of their callings. Speaking in England lately, a president of an influential society said that in his opinion the time had come for compulsory attendance at evening continuation classes, just as is required in elementary schools. I sincerely hope that employers of such youths that I have indicated will do their best to compel their attendance at the Government College.

A little persuasion may go a long way in helping to make or mar a boy's career, so that it is to be hoped that employers will rise to the occasion. Dr. Reish in his book "Success in Life" says, "In life we need men to counsel us infinitely more than textbooks to advise us," and it occurs to me that in this Colony there is a regrettable backwardness in giving advice to, and an unfortunate apathy to the true interest and welfare of those employed in our business firms and industries—I am, etc.,

OLD BOY.

Hongkong, 8th October, 1907.

"WING LOK" and "BONHAM STRAND W." have both neglected to comply with the condition that the names of the writers must, as an evidence of good faith, accompany all letters published in this column.

CHINA'S CURRENCY.

MACKAY TREATY EVASION.

The suggestion of H.E. Hu Wei-tieh, Chinese Minister to St. Petersburg, concerning the employment of Prof. Jenks, or any other foreign expert, to act as adviser in financial affairs to the Chinese Government and the floating of a foreign loan for the establishment of the proposed gold standard for China, as stipulated in the new Anglo-Chinese Commercial Treaty signed at Shanghai between Sir James Mackay and H.E. Li Hsi-huan in 1902, has been rejected by the Ministry of Finance in one of its recent memorials to the Throne about Chinese financial matters.

With regard to the proposed gold standard, the Ministry says that, as there is no gold reserve in the vault of the Imperial Treasury, and in view of the existing exhausted condition of Chinese finance, it is quite impossible for the Peking Government to introduce a gold standard within a course of a few years. But anyhow the Government will first proceed to coin new silver dollars after the same weight and size of the Mexican, and to limit the output of the copper pieces in the various provincial mints as soon as preparations permit. The memorial has been passed by an Imperial Rescript.—N. C. D. News.

LEGISLATIVE COUNCIL.

BUSINESS.

A meeting of the Legislative Council will be held on Thursday, 10th inst., at 2.3 p.m.

1. Financial Minutes, (Nos. 48 and 49).

2. Report of the Finance Committee, (No. 9).

ORDERS OF THE DAY.

Second reading of the Bill entitled An Ordinance to amend the Law relating to Companies.

Second reading of the Bill entitled An Ordinance to limit the imposition by public exposure in the streets.

Committee on the Bill entitled An Ordinance to apply a sum not exceeding four million nine hundred and ninety-two thousand nine hundred and fifty-three dollars to the Public Service of the year 1906.

Committee on the Bill entitled An Ordinance to provide for the appointment of Public Notaries within the Colony.

Third reading of the Bill entitled An Ordinance to prevent the publication of seditious matter.

A. G. M. FLETCHER, Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

CANTON DAY BY DAY.

APPOINTMENTS.

[From Our Own Correspondent.]

Canton, 7th October.

Taotai Kuog Sum Tsam, the present Acting Provincial Judge, has been appointed to the circuit of Yumchow and Linchow as Taotai in place of Taotai Shum Chuan-j, who has declined the appointment. The Provincial Examiner, Ye, who has been appointed Acting Provincial Judge, vice Taotai Kuog, pending the arrival of the newly-appointed Provincial Judge, Wong Yun-mun has to-day taken over the seat of office. The position of Superintendent, which was formerly held by Taotai Kung was also taken up by the Provincial Judge from to-day, when all matters concerning the police force will be referred to him. Taotai Kung will leave here for his new post in a few days' time.

SIR CHENTUNG.

Yesterday, H.E. Viceroy Chang received a telegram from Peking stating that the request for permission that Sir Chentung Liang Cheng, the newly-appointed President of the Canton-Hankow Railway, be excused from proceeding to the Capital to report his return from the United States, has been refused by the Throne; however, Sir Chentung is allowed to return to Canton to take up his new post, after he had done what has been ordered of him.

On receipt of the above telegram the vice-president of the Canton-Hankow Railway Company, Mr. Wong Shiu-ping, despatched a telegram to Sir Chentung requesting him to proceed to Canton to take over charge of office as president of the Company as soon as he has settled his affairs at Peking.

AN ECHO OF THE WUCHOW EMBEZZLEMENT.

Owing to the recent troubles caused by the Likin authorities and the recent fire in Wuchow there is at present no rice imported through that place to Fathshan, so it is feared that the price of this commodity will again rise in that town.

A NOTORIOUS ROBBER.

Yesterday, under the escort of Captain Yang, a notorious robber, named Wong Sze Fang, who was extradited from Hongkong, arrived in Canton, and the prisoner was lodged in the Nambai prison pending trial. This robber is alleged to have committed numerous armed robberies in the sub-prefecture of Yeung Kong.

CLAN FIGHT.

A clan fight has taken place in Kung Po in the district of Nambai between the people of the village of Chun Tzu and that of Sha Tai. On hearing the news the Nambai Magistrate at once sent a wuyuan together with troops and the Brigadier-General of Kanchow to proceed to the scene to restore order.

GIS FOR CANTON.

A merchant has applied to the authorities of the Canton Bureau of Agriculture, Industry and Commerce, for the privilege of establishing gas-works in the city of Canton to supply the residents with coal gas as an illuminant. But on considering the danger of such an establishment in the vicinity of such a crowded district the application has been refused.

THE COMMANDER-IN-CHIEF.

Admiral Land Commander-in-Chief Chün Ping-chih, who has been in Canton for some days, to-day returned to his headquarters at the Hoon Tigris.

CONSULAR VISIT.

This morning H.E. the Viceroy received the Consul-General for the Netherlands, residing at Hongkong.

A DIES' NON.

To-day being the first day of the moon no business will be transacted or petitions will be received at the viceregal yamen.

AN OFFICIAL'S DEPARTURE.

The ex-Acting Provincial Treasurer Wu Hsi left here yesterday on board the Chinese gunboat Fu Po for Swatow, where he will take over the duties as Taotai of the circuit of the prefectures of Waichow, Chanchow and Kayingchow in place of Taotai Shum Chuan-j.

UNREST IN KWANGSI.

It is reported that the bandits of the prefectures of Kwangchow and Chunchow in the province of Kwangsi are at present very active and that the Governor of that province, Chang, has instructed the Provincial Judge to take troops to those places to put down the rising.

CANTON-MACAO RAILWAY.

It is reported that the agreement which had been drawn up between the Chinese Government and the Portuguese Government for the building of the Canton-Macao railway is about to be cancelled, owing to the construction of this road not being started, and another agreement will be drawn up. It is also reported that the Governor of Macao has already agreed to the proposition.

C ST-MIS COLLECTION.

It is reported that the collection of duty, etc. at the Native Customs of Tai Ping in the prefecture of Shichow for the past year amounted to Tls. 118,342.391.

AN ADDITION TO THE BAR.

NEW SOLICITOR ADMITTED.

Yesterday morning, at the Supreme Court, His Honour Mr. A. G. Wise, acting Chief Justice presiding, Hon. Mr. W. Rees Davies (Attorney-General), who was instructed by the Crown Solicitor (Mr. F. B. L. Bowley), moved for the admission of Mr. Charles Bulmer Johnson as a solicitor of the Supreme Court of Hongkong. In doing so he remarked that Mr. C. B. Johnson was a nephew of Mr. A. B. Johnson who was Crown Solicitor of the Colony for some fifteen years, and also a cousin of Mr. Bowley, the present Crown Solicitor. He had lived in England all his life, and was articulated in London. His Lordship said he had much pleasure in admitting Mr. Johnson to the ranks of the solicitors of Hongkong, and wished him every success in the future. Mr. Johnson's was a name well-known among legal practitioners here in years gone by, and his Lordship felt sure that his reputation would not suffer in the hands of the present holder.

INDUSTRIAL SINGAPORE.

ENERGY AND ENTERPRISE AT A DISCOUNT.

The position acquired by Singapore as the greatest emporium of trade in South East Asia was a natural growth requiring no artificial aid to create and it is probable that there is no great port in the wide world that has required so little care at the hands of the human architect.

That its supremacy as the middleman of commerce has in recent years been somewhat shaken is due to causes not impossible to prevent and which need not here be further dwelt upon, since they are matters of common knowledge.

If there is one fact more than another which strikes the student of political economy it is that in few instances do we see the great centres of industry rising up side by side with the natural fields of production; but that, with perhaps the exception of iron and steel, which almost necessitate proximity to the coal fields, the industrial localities are widely separated from the sources which supply the raw material, one obvious reason of course being the enormous home markets to be supplied, which enable the manufacturer to cater as cheaply if not more so than any other place could possibly do.

Having a large home market Manchester, or rather Lancashire, is not only able to control the home market but from this very fact is enabled to supply foreign countries, including those places producing the raw material at a price that cannot be touched.

Notwithstanding this explanation one cannot get rid of the economic fact that the nearer the source of raw supplies the better chance of successful competition.

The Straits Settlements (and I do not here include the Federated Malay States) being in close proximity to vast markets should be in a position to successfully engage in local industries and not be contented with a few native controlled affairs, which look for a market merely in Singapore or Penang.

Tin smelting, oil extracting, and biscuit factories are the principal industries that have been localised here, and to these may be added engineering and shipbuilding, nor must a reference be omitted to the small gutta and rubber factory at Pasir Panjang, and in not one of these was the origin the result of British enterprise, but it was the foreigner and the conservative Chinaman who gave the impetus.

I am not now referring to the numerous native or European handicrafts or businesses such as blacksmithing, saw and rice milling, aerated water factories, ice making, rattan works, dyeing, and other small industries, but to attempts seriously made to supply other countries and claim a share in the surrounding markets.

That Singapore produces little else than pineapples is true, but, as I have pointed out, the country of production is seldom the country of manufacture, and an object lesson is found in the sister Colony of Hongkong, a barren rock. Yet this rock gives an example that may well shame us into action. She has the largest sugar refinery under one roof in the world, and imports her supplies from Java, which cannot boast of a single refinery. From her cement factories 120,000 tons are produced annually, not to speak of drain-pipes, fire-clay and fire-bricks. Her rope factory is fitted with the newest machinery and finished article is sent to India, Burma and Europe. Match factories, glass works, paper mill, a soap and soda factory, feather cleaning and press packing-mills, and the latest creation, a large flour milling establishment, are among the principal industries of this enterprising Colony.

Like Singapore she has her large engineering shops and the usual small Chinese manipulated crafts in addition.

What then may it be reasonably concluded lies before the energy of Singapore's business man? To enumerate a few, tanneries, rope making, fibre extracting, coconut decorticating, paper factories, confectionery works, tobacco manufacture, wheat milling, potteries, case splitting and cabinet-making, tin plate manufacture, are among those that at once suggest themselves.

Tin clippings, a waste product, is now largely exported, because there is no one enterprising enough to erect a factory, hundreds of tons of pineapple cuttings lie decaying on the roadside, because no one has thought of abstracting the valuable juice, thousands of tons of coconut husks are rotting for want of fibre extracting machinery. And no one dreams of reviving the fishing industry by the adoption of modern methods.

Let the Colony become something more than mere shopkeepers, let there arise a race of enterprising manufacturers, determined to participate in the rich markets of Asia.—Singapore Free Press.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 8th at 12.05 p.m.—The depression lying over the Sea of Japan yesterday is passing to the Pacific to the North of Hokkaido.

The barometer has risen considerably over S. Japan, and fallen moderately over China, except on the S. coast.

An area of low pressure, which appears to be moving Eastwards, has developed over China between the S. coast and the Yangtze. The highest pressure is over N. China.

Fresh variable winds and squally weather are expected to prevail in the Formosa Channel, and light or moderate variable winds over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.11 inches.

FORECAST.

1.—Hongkong and neighbourhood, S. and variable winds, moderate; squally and showery at first; probably improving later.

2.—Formosa Channel, variable winds; fresh.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements.

A GRAND PROMENADE CONCERT

will be held on

THE VOLUNTEER PARADE GROUND,

on

MONDAY, the 14th instant,

at 9.15 P.M.

The Concert will be in aid to the following

Charities:—

The Ladies' Benevolent Society.

The Seamen's Mission.

Tickets 2s and 1s, can be obtained from

Volunteer Headquarters and Messrs. Kelly and Walsh, Ltd.

A. J. THOMPSON, Captain,

Staff Officer, H.K.V.C.

Hongkong, 8th October, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 10th October, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE.

TERMS:—As usual.

HUGHES & HUGH,

Auctioneers.

Hongkong, 8th October, 1907.

LOCAL SELF-GOVERNMENT COUNCILS.

IMPERIAL DECREE OF SEPT. 30, 1907.

By command of H. L. M. the Empress Dowager Tse-hi-tsan-yu, etc., we issued an Edict sanctioning the principles of a constitutional government for the country, the date for actually putting into force the Decree to depend upon the speed or tardiness of our subjects who shall be able to show a proper appreciation and knowledge of the benefits of the self-government to be granted them. As a proof of the earnest wish of the Throne to give a constitution to the country, we have already commanded the establishment, as a first step to the desired end of Parliamentary representation, of an Imperial Assembly to Discuss Affairs of State (Tschéouyén). In this Imperial Assembly it will be possible to judge of the speeches and arguments that will be heard in the future Parliament, and their effectiveness or otherwise will entirely depend upon the ability of thought and patriotic aims of the representatives. It is evident, therefore, that the people must first be educated and taught that they must cultivate loyalty to Sovereign and love for Country as the groundwork of knowledge, for without Education how can the people obtain knowledge? and without being given the opportunity of local self-government how can they obtain the requisite experience to govern the whole country? They must, moreover, eschew all evil thought that may lead the country into trouble and unrest. To bring this about a careful selection of men of integrity and honesty must be made to fill the ranks of town councils and local representation—men who have the interest and welfare of the majority in their hearts, and are willing to work diligently for the good of their fellowmen. We, therefore, hereby command the Ministry of Education to draw up a scheme of universal education throughout the Empire and of the books that are to be studied in the schools thereof. We also command the Ministry of the Interior to draw up the scheme of local self-government for the Empire, and, having obtained our sanction, to have these two schemes promulgated by Imperial Rescript for the information of the whole country. The Viceroy and Governors of provinces will then be commanded to select the places where self-government is to be first tentatively tried. The Ministries named above will also make frequent inspections to find out whether our commands have been carried out or not, so that as early a date as possible may be arrived at for the granting of the Constitution and Parliamentary Representation to the country. Let us have tangible results and not merely hollow appearances. This is our earnest hope.

—N. C. D. News.

CONSTITUTIONAL GOVERNMENT FOR CHINA.

TO PREPARE FOR THE CONSTITUTION.

Decree (dated Sept. 30) of H. L. M. the Emperor, in compliance with the Command of the Empress Dowager stating that the Imperial Decree approving the principles of a constitutional government to the people was due to the initiative of the Sovereign who recognized the fact that the country is just fitted for such a form of Government. This must be impressed upon the minds of all high and low, officials and Commonsens, and there must not be any misapprehensions on the subject. Officials have the right of government and direction of the affairs of the people, and they must work diligently and earnestly in explaining to those around them the right and proper path that should be taken by all. The Ministries and Government Offices in Peking, and Viceroy and Governors and their subordinates throughout the provinces, are commanded to lose no time in carefully selecting men of ability to explain the doctrine that the Emperor desires to grant a Constitution to the country with the Sovereign at the head; and an earnest effort must be made to study the systems of government of the various countries of the West. Those who have shown the ability to understand all this and to explain them to those around them are to be specially recommended to the Throne for rewards and promotion. Those who have been found to have been lax in their duties are to be censured and warned, so that all may work earnestly and bring those about them to the proper way of thinking. Those who misapprehend our intentions and lead their hearers in the wrong direction will be sternly dealt with and made a warning to others. Let these our commands be made known to every one in the Empire.

Mortgages

THE ROBINSON PIANO CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS

BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907.

THE ORIGINAL

CANADIAN

CLUB

WHISKY.

PFR CASE 12 BOTTLES...\$20.00

Beware of Counterfeits.

AGENTS:

H. PRICE & Co., Ltd.,

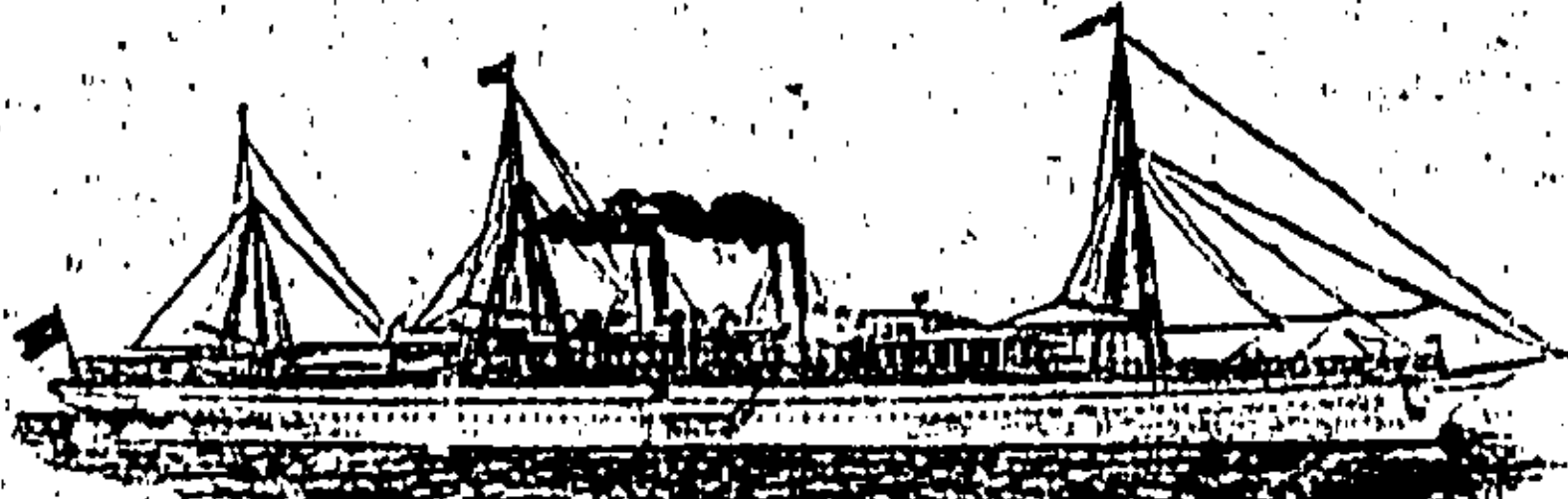
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 12th September, 1907.

(12)

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. "EMPEROR OF INDIA" Tons 6,000. LEAVE HONGKONG THURSDAY, Oct. 24th. ARRIVE VANCOUVER Nov. 11th.	
"EMPEROR OF JAPAN" 6,103. WEDNESDAY, Nov. 6th. Dec. 30th.	
"EMPEROR OF CHINA" 6,000. THURSDAY, Dec. 19th. Jan. 6th.	
"EMPEROR OF INDIA" 6,000. THURSDAY, Jan. 16th. Feb. 3rd.	

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10. Steamers, and 1st Class on Railway, via St. Lawrence £40. Via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya. Hongkong, 26th September, 1907. [11]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 11th Oct., 4 P.M.
TIENSIN	CHONGSHING	SATURDAY, 12th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	MONDAY, 14th Oct., 4 P.M.
MOI	YUENSANG	FRIDAY, 18th Oct., 4 P.M.
MANILA	LOONGSANG	SATURDAY, 19th Oct., Noon.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 7th October, 1907. [6]

CHINA NAVIGATION CO., LIMITED.

FOR STRAITS TO SAIL.

SHANGHAI & CHINKIANG	"PAOTING"	9th	Oct., 4 P.M.
ILOILO AND CEBU	"SUNGKIANG"	9th	"
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	10th	"
YOKOHAMA & KOBE	"CHINGTU"	10th	"
SWATOW & SHANGHAI	"SHAHSING"	11th	"
HOIHOW & HAIPHONG	"SINGAN"	13th	daylight.
SWATOW & SHANGHAI	"YUENHONG"	15th	4 P.M.
MANILA	"TPAN"	15th	"
CHEFOO & TIENTSIN	"KUEICHOW"	18th	"
CHEFOO & NEWCHANG	"KWEIYANG"	19th	"

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports. † Taking Cargo and Passengers at through Rates for all New Zealand and other Austral ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 8th October, 1907. [7]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 12th Oct., 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 19th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th October, 1907. [5]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

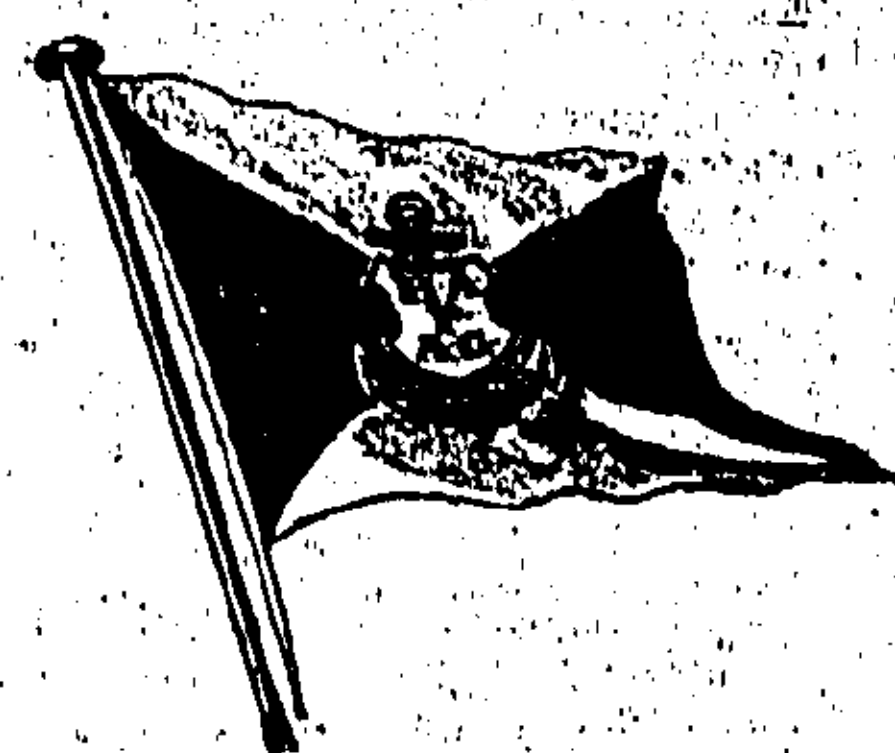
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th September, 1907. [8]

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewards carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

SILESIA 2nd Nov.

HOHENSTAUFEN.....30th Oct.

Hongkong, 26th September, 1907.

SILESIA 11th Dec.

[3]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN
HONGKONG, CALLAO

AND
IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers (Capt. Tons To sail

KASATO MARU.....D. Mori.....6,100 (THURSDAY, Oct. 10, Noon

KATHERINE PARK.....5,000 (About End of Nov.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 30th September, 1907. [15]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above,

on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 1st October, 1907. [82]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. " "

* This steamer has excellent Saloon Accom-

modation for First-class Passengers at moderate

rates.

For Freight and further information, apply

to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 5th October, 1907. [64]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"Capt. H. W. WALKER.

"KWONG AI"Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals\$1.25 each

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 2nd July, 1907. [81]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Capt. W. D. A. Thomas, will be despatched for

the above Ports, on FRIDAY, the 10th inst.,

at 3 P.M.

For Freight and Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 5th October, 1907. [902]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR

BOMBAY, via SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN

and GENOA, also

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE

and SOUTH AMERICAN PORTS.

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE,

ALMERIA and MALAGA.)

THE Steamship

"LEVANZO,"

Captain Belsito, will be despatched as above

on FRIDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in

Victoria Dock.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 7th October, 1907. [655]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

via

MOI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Kumari 6,232 D. Baird 25th Oct.

Shawmut 9,606 E. V. Roberts 6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 4th October, 1907. [12]

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

Portraits, Groups and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1907. [11]

Intimations.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907. [121]

A. CHAZALON & CO.,

6, Queen's Road Central,

WINE, SPIRIT AND COAL MERCHANTS AND

GENERAL STOREKEEPERS.

Commanding the naval defence of India.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,707,167	\$1.15 for 1 year ending 30.6.07 @ ex	5 %	\$64 1/2
Do. (new)	40,000	\$125	\$125	\$1,750,000		1/2 3/16 = \$16.04		\$50 new issue
National Bank of China, Limited	100,000	£7	£6	£12,735	\$71,203	\$2 (London 3/6) for 1907		\$5 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,075,000	\$253,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	£110,000	Tls. 185,520	Interim of 7/6 for account 1906 @ ex	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$1,460,400	Final of \$12 making \$42 for 1905 and	5 1/2 %	\$76 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$451,467	Interim of 3/6 for 1906	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,075,000	\$562,080	\$1 for year ending 31.12.5	9 1/2 %	\$86 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,075,000	\$435,236	\$1 and bonus \$2 for 1905	13 1/2 %	\$500 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$305	\$1 for 1905	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$3,500,000	Nil.	\$4 for year ending 30.6.07	10 1/2 %	\$37 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,050,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	£60,000	£3,694	\$1 for 1906 @ ex 2 1/2 = \$7.24 per share	3 1/2 %	\$41 sellers
Do. (Deferred)	6,000	£5	£5	£30,000				\$29 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	Tls. 47 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 5,000	Tls. 17,370	Interim of 1/2 (Coupon No. 8 for a/c 1907)	10 1/2 %	Tls. 48 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000		\$1.00 for year ending 30.4.1907	4 1/2 %	\$21 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$137	\$0.50 for year ending 30.4.1907	5 %	\$10 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 50,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000		\$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 87 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£110,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15 1/2 sellers
Roub Australian Gold Mining Company, Limited	100,000	£1	£1	£10,000	£11,358	No. 12 of 1/- = 48 cents		\$9 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$491,580	\$4 for 1st half-year ending June 30th 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000	Tls. 10,450	Tls. 3 for year ending 30th April 1907	4 %	Tls. 77 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 217 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 1st 12 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 1/2 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$96 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	\$250,000	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	16 %	Tls. 62 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$14,260	50 cents for year ending 31.7.07	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,311	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 53
Laou-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 287 1/2 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	3,604	£12/6	£12/6	£43,248	£698	1/3 per share for 1906	9 %	\$6 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$163	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	\$1 for 1906		\$9 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 55 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.05		\$6 ea. & buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$185	80 cents for 1906	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %	\$18
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$11 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	\$1 per share for year ending 28.2.07	7 %	\$14 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Interim of \$4 for 1 year ending June 30th 1907	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Interim of 30 cents per share for a/c 1907	8 %	\$25 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Loosdrecht, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000	Tls. 10,374	Interim of Tls. 7 1/2 making Tls. 2 1/2 for a/c 1907	9 %	Tls. 335 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	\$1 per share for year ending 30.4.1907	8 1/2 %	Tls. 28 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000				\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000				Tls. 205 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 35 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905		Tls. 67 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 116 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 310 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	£163,500	Tls. 85,592	Interim of 15/- for account 1907		Tls. 280 buyers
South China Morning Post, Limited	7,200	£20	£20	£144,000		Interim of 1 1/2 for account 1907		\$22
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000	\$4,934	None		\$6
Tientsin Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 700,000	Tls. 201	40 cents for year ending 31.5.07	6 1/2 %	Tls. 97 1/2
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	Tls. 6 1/2 for year ending 30.4.07		\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	First year	8 %	\$11
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	80 cents on 5,000 ord. shares and \$10.80 on 100 Founders shares for 1907	7 1/2 %	\$7
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$182	Final of 40 cents per share making 80 cents for year ending 31.12.07		
				\$4,500		Final of 30 cts. making 80 cts. for the year ended 30th June 1906		

* These shares are entitled to half of the profits.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship.

"OCEANA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Britannia*, 5,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceanic*, due in London on 30th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 5th October, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLUMBO, CALCUTTA, BOMBAY, ADEN, DUE SOUTH, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "NERA."

Captain Schmitt, will be despatched for MARSEILLES on TUESDAY, the 19th October, at 1 P.M.

This Steamer connects at Colombo with one of the Company's Australian steamers bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *YARRA* 1.....30th Oct.
S.S. *ERNEST SIMONS*.....10th Nov.
S.S. *TOKIN*.....26th Nov.
S.S. *POLYNESIE*.....10th Dec.
S.S. *TOURANE*.....24th Dec.

G. DE CHAMPREUX,
Agent.

Hongkong, 2nd October, 1907. (10)

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast.)

THE Steamship.

"HEADLEY"

will be despatched for the above Port, on or about SATURDAY, the 26th October.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 5th October, 1907. (835)

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS.

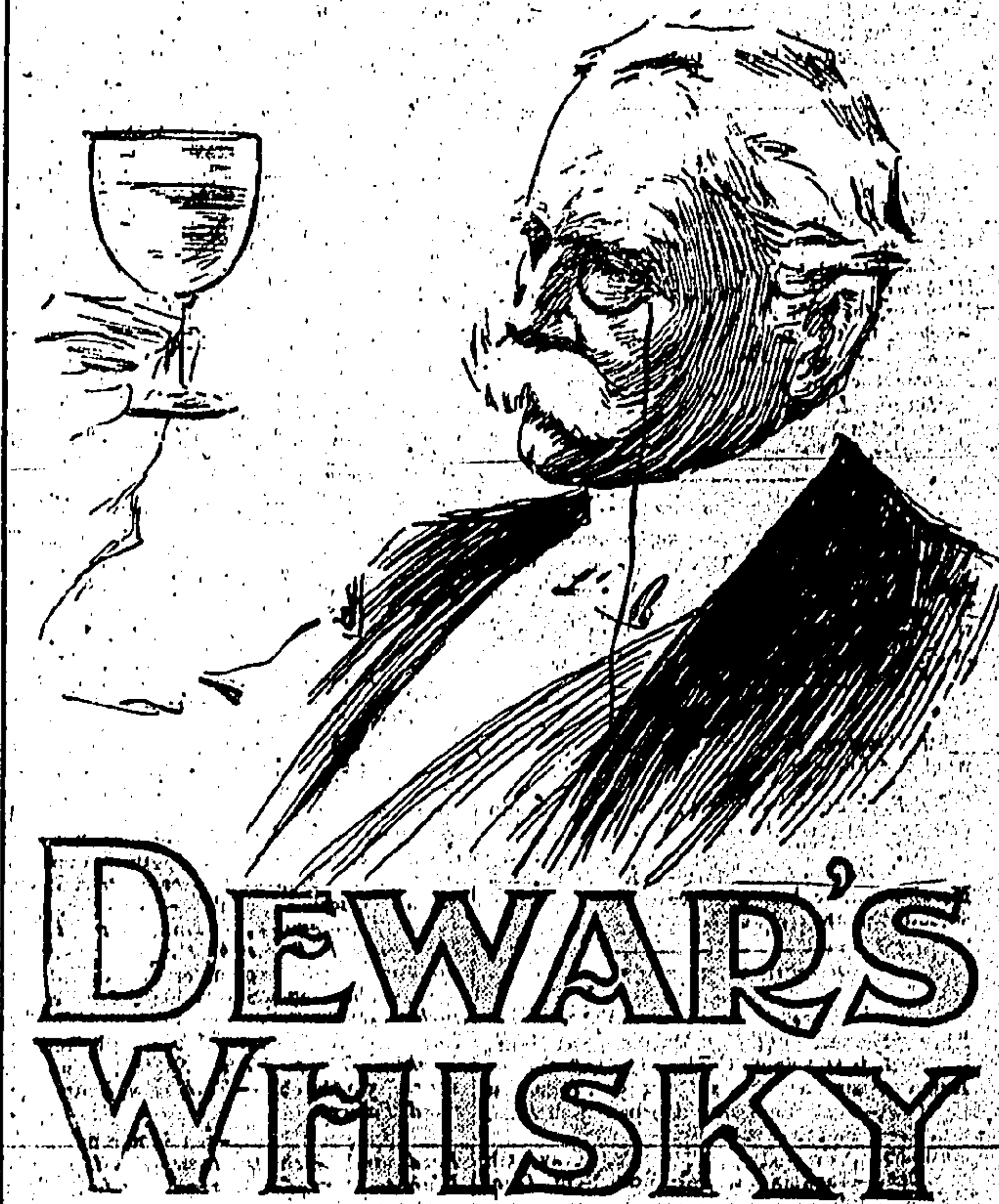
AND

Telephone 256.

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.



Sole Agents, BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central.

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